caused due to the non-filling of the pits after removing the road division and

(d) what action has been taken against current officers?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d). This stretch is an urban link and as such is not a National Highway.

State PWD have informed that widening of the road to 4-laned in this stretch has been completed. The electric poles needed shifting in the Central verge.

Work of central verge was completed in part length but Nagpur Municipal Corporation delayed the shifting of polses causing in convenience and hardship to traffic. Dividers have therefore been removed for the time being and pits filled up. No accidents have been reported on this account and therefore question of taking any action against the officers does not arise.

Allocation of funds to the Nagpur division of National Highway

1853. SHRI SHRIKANT RAMCHANDRA JICHKAR: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) how much money has been allocated to the National Highways Division of Nagpur in Maharashtra for the year 1993-94 and actually disbursed;

(b) what was the demand made by the division;

(c) what is the reasons for giving less money; and

(d) by when the required amount will be made available?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (d) Allocation of funds for National Highway works is made to the State as a whole and not Division-wise. Further distribution of funds in various Division is made by the State Government keeping in view the demands and availability of funds.

Proposals submitted by Andhra Pradesh Government for National Highways

1854. DR. YELAMANCHILI SIVAJI: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether there are any proposals submitted by Andhra Pradesh Government for inclusion of any State Highways under National Highways;

(b) if so, what are the details thereof; and

(c) at what stage of consideration they are?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) to (c) Yes, Sir. The Government of Andhra Pradesh has sponsored nine proposals aggregating to 4,812 Km. for declaration as new National Highways in the 8th Five Year Plan. Consequently, the Krunool-Chittoor Road traversing through Nandyal and Cuddapah having a length of 369 Km. has been included in the National Highway grid in January, 1993. However, due to the meagre allcoations under the Central Sector Roads programme in the 8th Plan, it is difficult to declare new National Highway in any State including Andhra Pradesh at this point of time.

Losses Suffered by Cochin Shipyard

1855. SHRI KRISHNA KUMAR BIRLA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether the Cochin Shipyard, the country's premier shipbuilding yard in the public sector is on the verge of collapse and is facing serious threat of closure;

(b) if so, what is the estimated loss suffered by the Shipyard at the end of

March, 1992 and March, 1993 as against the total investment;

(c) what are the reasons for continous losses suffered by the Cochin Shipyard; and

(d) the measures taken by Government to retrieve the situation?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) No, Sir.

(b) The total investment so far made on Cohin Shipyard Limited is Rs. 170.08 crores (excluding Ways & Means Loan). The loss suffered by Cochin Shipyard Limited during 1991-92 and 1992-93 was Rs. 14.92 crores and Rs. 7.95 crores, respectively.

(c) The main reasons for the losses suffered by the shipyard are the wide gap between the International Parity Price (IPP) of ships determined after taking into account the average prices in three major shipbuilding areas of the world, namely Western Europe, Eastern Europe and Far East and the actual cost of construction of the ships in the yard, heavy interest burden on loan portion of capital investment made by the Government in the Company, low productivity and long delivery time.

(d) Government have recently taken a decision revising the pricing formula for ships built at Cochin Shipyard Limited. It has also been decided to give loan at concessional rate of 9% to the extent of 80% for cost of ship. The price of ships would be fixed in terms of US/Japaneese Yen. In addition, steps for capital restructing of Cochin Shipyard Limited is also under active consideration of the Government.

Private Sector Offers for Development of Ports

1856. SHRI KAMAL MORARKA: Will the Minister of SURFACE TRANSPORT be pleased to state:

(a) whether Government have received any private offers both indigenous and foreign for developing ports;

(b) if so, what are the details of the proposals;

(c) whether Government have taken any decision thereon; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE OF THE MINISTRY OF SURFACE TRANSPORT (SHRI JAGDISH TYTLER): (a) and (b) Some of the important proposals which have been received from the private parties for development of the Major Ports in India are:—

1. P&O-RPG proposal for lease of Container Terminal in Jawaharlal Nehru Port Trust.
2. Lease of berth at Bombay Port.
3. Lease of water front and land area at Goa for setting up of dry docks.
4. Allotment of a berth in Kandla Port Trust to a private party.

(c) and (d) Government have already approved the follwoing proposals:—

(i) Two berths at Haldia Dock Complex and one at Calcutta Port have already been allotted to private parties.

(ii) One berth at Bombay have been leased to a private party for managing the berth.

(iii) Water front and land area at Goa has been leased for setting up of dry docks by private parties.